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BTS Data

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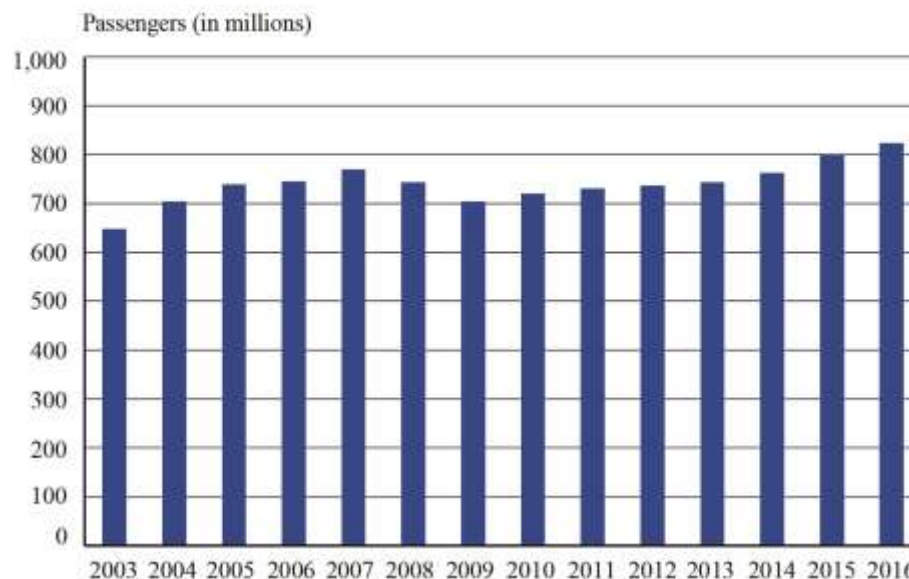
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2016 Annual and December U.S. Airline Traffic Data

The U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) reported today that U.S. airlines carried an all-time high number of passengers in 2016 – 823.0 million systemwide, 719.0 million domestic and 103.9 million international – surpassing the previous highs reached in 2015 (Tables A, B, C).

Figure 1. Annual Passengers on All U.S. Scheduled Airlines
(Domestic & International), 2003-2016



The airlines also set all-time annual highs for systemwide, domestic and international revenue passenger miles (RPMs) and available seat-miles (ASMs).

Although passenger trips handled by airlines reached an all-time high in 2016 there were more empty seats available because airlines expanded capacity at an even greater rate. Load factor – the measure of the use of airline capacity – declined from previous years (Tables A, B, C).

The annual load factor declined from 2015 (83.8) to 2016 (83.4) because system capacity grew faster (3.9 percent increase in ASMs) than the growth in passenger travel (3.5 percent increase in RPMs) (Table A).

Annual Trends:

Systemwide passenger enplanements (823.0 million) reached an all-time annual high, up 3.1 percent from the previous high (798.2 million) reached in 2015 (Table A). Domestic passenger enplanements (719.0 million) reached an all-time annual high, up 3.3 percent from the previous high (696.0 million) reached in 2015 (Table B). International passenger enplanements (103.9 million) reached an all-time annual high, up 1.7 percent from the previous high (102.2 million) reached in 2015 (Table C).

Systemwide RPMs (933.5 billion) reached an all-time annual high, up 3.5 percent from the previous high (902.2 billion) reached in 2015 (Table A). Domestic RPMs (660.0 billion) reached an all-time annual high, up 4.7 percent from the previous high (630.7 billion) reached in 2015 (Table B). International RPMs (273.5 billion) reached an all-time annual high, up 0.7 percent from the previous high (271.6 billion) reached in 2015 (Table C).

Systemwide ASMs (1,118.9 billion) reached an all-time annual high, up 3.9 percent from the previous high (1,077.0 billion) reached in 2015 (Table A). Domestic ASMs (780.0 billion) reached an all-time annual high, up 5.1 percent from the previous high (741.9 billion) reached in 2015 (Table B). International ASMs (338.9 billion) reached an all-time annual high, up 1.1 percent from the previous high (335.1 billion) reached in 2015 (Table C).

Systemwide load factor (83.4) was down 0.4 points from the all-time annual high (83.8) reached in 2015 (Table A). Domestic load factor (84.6) was down 0.4 points from the all-time annual high (85.0) reached in 2015 (Table B). International load factor (80.7) was down 0.3 points from the 2015 load factor (81.0) and down 1.6 points from the all-time annual high (82.3) reached in 2013 (Table C). Load factor is a measure of the use of aircraft capacity that compares the system use, measured in RPMs as a proportion of system capacity, measured in ASMs.

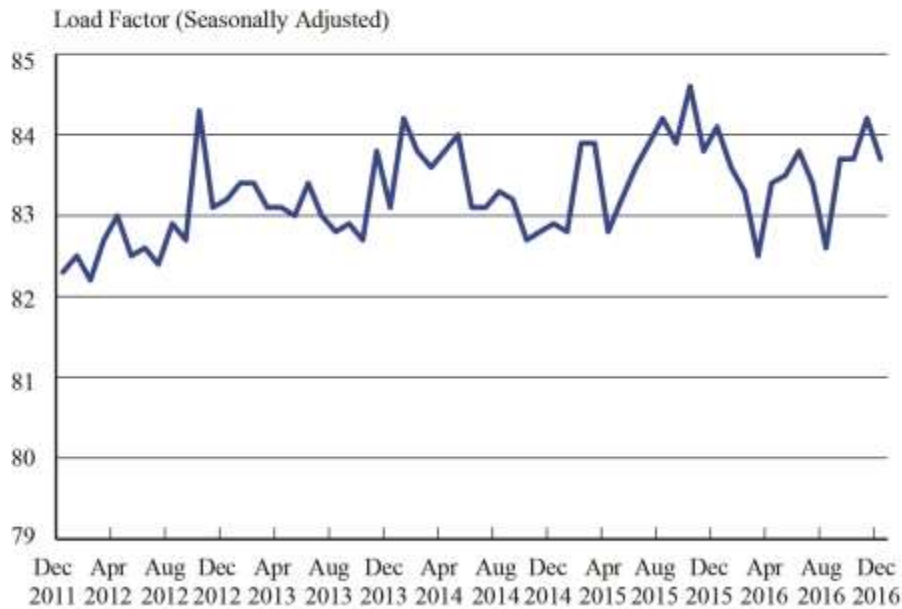
December 2016 U.S. Airline Scheduled Service Numbers

Load Factor

U.S. airlines' systemwide (domestic and international) scheduled service load factor fell to 83.7 percent in December, seasonally adjusted, falling after a single month of growth from October to November (Table 1). Seasonal adjustment allows the comparing of monthly load factors to all other months.

The seasonally-adjusted load factor declined from November (84.2) to December (83.7) because system capacity grew faster (0.9 percent increase in ASMs) than the growth in passenger travel (0.3 percent increase in RPMs) (Tables 4, 7).

Figure 2. Load Factor on All U.S. Scheduled Airlines (Domestic & International),
December 2011 - December 2016



Monthly Trends:

Seasonally-adjusted

Systemwide load factor (83.7) was down 1.0 points from the all-time seasonally-adjusted high (84.6) reached in October 2015 (Table 1). Domestic load factor (84.7) was down 1.1 points from the all-time seasonally-adjusted high (85.8) reached in October 2015 (Table 2). International load factor (81.2) was down 2.1 points from the all-time seasonally-adjusted high (83.3) reached in March 2013 (Table 3).

Systemwide RPMs (78.8 billion) reached a new seasonally-adjusted all-time high, up 0.3 percent from the previous high in November 2016 (78.6 billion) (Table 4). Domestic RPM (55.8 billion) were down 0.1 percent from the all-time seasonally-adjusted high (55.8 billion) reached in November 2016 (Table 5). International RPMs (23.0 billion) were down 0.3 percent from the all-time seasonally-adjusted high (23.0 billion) reached in June 2016 (Table 6).

Systemwide ASMs (94.1 billion) reached a new seasonally-adjusted all-time high, up 0.6 percent from the previous high of 93.6 billion in September 2016 (Table 7). Domestic ASMs (65.9 billion) reached a new seasonally-adjusted all-time high, up 0.5 percent from the previous high of 65.6 billion in November 2016 (Table 8). International ASMs (28.3 billion) were down 0.4 percent from the all-time seasonally-adjusted high (28.4 billion) reached in June 2016 (Table 9).

Systemwide passenger enplanements (68.7 million) were down 1.1 percent from the all-time seasonally-adjusted high (69.4 million) reached in November 2016 (Table 10). Domestic passenger enplanements (60.0 million) were down 1.5 percent from the all-time seasonally-adjusted high (60.8 million) reached in November 2016 (Table 11). International passenger enplanements (8.7 million) were down 0.2 percent from the all-time seasonally-adjusted high (8.7 million) reached in June 2016 (Table 12).

Seasonally adjusted trends are for the time period January 2000 to present. Additional data, including domestic and international numbers, can be found on the [seasonally-adjusted data](#) page.

Unadjusted

Systemwide load factor (82.8) was down 1.6 points from the all-time December high (84.4) reached in 2013 (Table 13). Domestic load factor (83.4) was down 1.6 points from the all-time December high (85.1) reached in 2013 (Table 14). International load factor (81.2) was down 1.7 points from the all-time December high (82.9) reached in 2013 (Table 15).

Systemwide RPMs (77.0 billion) reached an all-time December high, up 2.8 percent from the previous high (74.8 billion) reached in 2015 (Table 16). Domestic RPMs (54.8 billion) reached an all-time December high, up 3.2 percent from the previous high (53.1 billion) reached in 2015 (Table 17). International RPMs (22.1 billion) reached an all-time December high, up 2.0 percent from the previous high (21.7 billion) reached in 2015 (Table 18).

Systemwide ASMs (93.0 billion) reached an all-time December high, up 3.0 percent from the previous high (90.3 billion) reached in 2015 (Table 19). Domestic ASMs (65.7 billion) reached an all-time December high, up 3.9 percent from the previous high (63.2 billion) reached in 2015 (Table 20). International ASMs (27.3 billion) reached an all-time December high, up 1.0 percent from the previous high (27.0 billion) reached in 2015 (Table 21).

Systemwide passenger enplanements (66.9 million) reached an all-time December high, up 0.8 percent from the previous high (66.4 million) reached in 2015 (Table 22). Domestic passenger enplanements (58.2 million) reached an all-time December high, up 0.6 percent from the previous high (57.9 million) reached in 2015 (Table 23). International passenger enplanements (8.7 million) reached an all-time December high, up 2.1 percent from the previous high (8.5 million) reached in 2015 (Table 24).

Unadjusted trends are for the time period January 1996 to present. Data are available at [Customize Table](#) and can be downloaded from the [seasonally-adjusted data](#) page.

Explanation of seasonal adjustment

When the primary purpose is to examine monthly shifts in transportation services output and analyze short-term trends, the variation introduced by normal seasonal changes must be removed from the data. Transportation is highly seasonal, and without adjustment, the data do not give an accurate picture of underlying changes in aviation, passenger travel.

Seasonal adjustment of the data removes the seasonal events that follow a regular seasonal pattern. Changes that are not due to seasonality, such as a change in air travel resulting from economic conditions become more readily apparent.

The aviation data are seasonally adjusted for the effects of trading day, moving holidays, and data outliers.

See [Seasonal Adjustment](#) for methodology and additional explanation.

Reporting Notes

Data are compiled from monthly reports filed with BTS by commercial U.S. air carriers detailing operations, passenger traffic and freight traffic. This release includes data received by BTS from 82 carriers as of March 7 for U.S. carrier **scheduled** civilian operations.

Go to <http://www.transtats.bts.gov/releaseinfo.asp> for the complete list of reporting and non-reporting carriers. U.S. carriers' foreign point-to-point flights are included in system and international totals. To create a customized table for passengers, flights, RPMs, ASMs and other data, including non-scheduled service, go to http://apps.bts.gov/xml/air_traffic/src/index.xml#CustomizeTable

For additional scheduled service numbers for U.S. airlines, U.S. and foreign airlines, by airline and by airport, see [Passengers](#), [Flights](#), [Revenue Passenger-Miles](#), [Available Seat-Miles](#) and [Load Factor](#).

Traffic numbers are available on the BTS website at TranStats, the Intermodal Transportation Database, at <http://transtats.bts.gov>. Click on "Aviation." For systemwide passengers, RPMs and ASMs by carrier through December, click on "Air Carrier Summary Data (Form 41 and 298C Summary Data)," and then click on "Schedule T-1." Use crosstabs to find scheduled service.

For domestic numbers through December and international numbers through September by origin as well as by carrier, click on "Aviation," then click on "Air Carrier Statistics (Form 41 Traffic)." Click on "T-100 Market" for system passenger numbers, "T-100 Domestic Market" for domestic or "T-100 International Market" for international. For flights, stage length and trip length, use the appropriate T-100 Segment database. Use crosstabs to find scheduled service.

International totals in this press release consist of all U.S. carrier operations to and from the U.S. and from one foreign point to another foreign point. TranStats T-100 systemwide and international totals do not include U.S. carriers' foreign point-to-point flights. For December, U.S. carriers reported 68,834 foreign point-to-point passengers. For January through December, U.S. carriers reported 1,144,651 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled March 27 for the release of U.S. and foreign airline annual traffic data for 2016. BTS has scheduled April 13 for the release of U.S. airlines January traffic data. None of the data are from samples so measures of statistical significance do not apply.

Annual Tables

Table A. Systemwide U.S. Airlines Annual Air Traffic, 2003-2016

Domestic + International

Scheduled Service Only

	Passengers (in millions)	Revenue Passenger- Miles (in billions)	Available Seat-Miles (in billions)	Load Factor
2003	647.5	657.3	894.6	73.5
2004	703.7	734.0	972.0	75.5
2005	738.6	779.0	1,003.4	77.6
2006	744.7	797.4	1,006.3	79.2
2007	769.6	829.4	1,037.7	79.9
2008	743.3	812.4	1,021.3	79.5
2009	703.9	769.4	957.1	80.4
2010	720.5	798.0	972.6	82.1
2011	730.8	814.4	992.7	82.0
2012	736.6	823.2	994.5	82.8
2013	743.2	840.4	1,011.2	83.1
2014	762.7	862.5	1,034.3	83.4
2015	798.2	902.2	1,077.0	83.8
2016	823.0	933.5	1,118.9	83.4

Source: Bureau of Transportation Statistics, T-100 Market and T-100 Segment

Table B. Domestic U.S. Scheduled Airlines Annual Air Traffic, 2003-2016

Scheduled Service Only

	Passengers (in millions)	Revenue Passenger- Miles (in billions)	Available Seat-Miles (in billions)	Load Factor
2003	583.3	492.7	677.3	72.8
2004	629.8	542.8	728.3	74.5
2005	657.3	569.2	737.1	77.2
2006	658.4	574.5	725.7	79.2
2007	679.2	592.3	741.2	79.9
2008	651.7	568.2	712.3	79.8
2009	618.1	539.0	664.6	81.1
2010	629.5	552.9	672.5	82.2
2011	638.2	563.6	680.1	82.9
2012	642.3	568.7	682.0	83.4
2013	645.6	577.9	692.2	83.5
2014	662.8	595.3	704.4	84.5
2015	696.0	630.7	741.9	85.0
2016	719.0	660.0	780.0	84.6

Source: Bureau of Transportation Statistics, T-100 Domestic Market and T-100 Domestic Segment

Table C. International U.S. Scheduled Airlines Annual Air Traffic, 2003-2016
Scheduled Service Only

	Passengers (in millions)	Revenue Passenger- Miles (in billions)	Available Seat-Miles (in billions)	Load Factor
2003	64.2	164.6	217.3	75.7
2004	73.9	191.2	243.7	78.5
2005	81.4	209.8	266.3	78.8
2006	86.4	222.9	280.7	79.4
2007	90.5	237.1	296.4	80.0
2008	91.6	244.1	309.0	79.0
2009	85.8	230.4	292.5	78.8
2010	91.0	245.2	300.1	81.7
2011	92.5	250.7	312.6	80.2
2012	94.4	254.5	312.5	81.4
2013	97.5	262.5	318.9	82.3
2014	99.9	267.2	329.9	81.0
2015	102.2	271.6	335.1	81.0
2016	103.9	273.5	338.9	80.7

Source: Bureau of Transportation Statistics, T-100 International Market and T-100 International Segment

Seasonally-Adjusted Tables

Load Factor on U.S. Airlines, Seasonally-Adjusted (Tables 1-3)

Table 1. Systemwide Load Factor on U.S. Airlines, Seasonally-Adjusted

Systemwide (Domestic + International) RPMs/ASMs (both seasonally-adjusted) in percent
Scheduled service only

	2013	2014	2015	2016
January	83.4	84.2	82.8	83.6
February	83.4	83.8	83.9	83.3
March	83.1	83.6	83.9	82.5
April	83.1	83.8	82.8	83.4
May	83.0	84.0	83.2	83.5
June	83.4	83.1	83.6	83.8
July	83.0	83.1	83.9	83.4
August	82.8	83.3	84.2	82.6
September	82.9	83.2	83.9	83.7
October	82.7	82.7	84.6	83.7
November	83.8	82.8	83.8	84.2
December	83.1	82.9	84.1	83.7

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Load factor is a measure of the use of aircraft capacity that compares Revenue Passenger-Miles (RPMs) as a proportion of Available Seat-Miles (ASMs).

Table 2. Domestic Load Factor on U.S. Airlines, Seasonally-Adjusted

Domestic RPMs/ASMs (both seasonally-adjusted) in percent
Scheduled service only

	2013	2014	2015	2016
January	83.9	85.1	83.8	84.8
February	83.9	84.9	85.1	84.5
March	83.0	85.0	85.2	83.5
April	83.7	84.5	84.3	84.7
May	83.1	84.9	84.3	85.2
June	83.7	84.4	84.9	85.0
July	83.2	84.6	85.0	84.3
August	82.8	84.5	85.3	83.6
September	83.1	84.3	85.3	84.9
October	83.1	83.7	85.8	85.1
November	84.6	84.1	84.8	85.2
December	83.6	83.9	85.7	84.7

Source: Bureau of Transportation Statistics, T-100 Domestic Segment

Note: Load factor is a measure of the use of aircraft capacity that compares Revenue Passenger-Miles (RPMs) as a proportion of Available Seat-Miles (ASMs).

Table 3. International Load Factor on U.S. Airlines, Seasonally-Adjusted

International RPMs/ASMs (both seasonally-adjusted) in percent
Scheduled service only

	2013	2014	2015	2016
January	82.2	82.3	80.7	80.8
February	82.4	81.5	81.4	80.6
March	83.3	80.6	81.0	80.3
April	81.8	82.3	79.5	80.4
May	82.6	82.1	80.8	79.8
June	82.6	80.5	80.9	81.2
July	82.4	79.9	81.5	81.3
August	82.7	80.9	81.8	80.3
September	82.3	81.0	80.9	80.7
October	81.9	80.5	82.0	80.4
November	81.9	80.1	81.4	82.0
December	82.0	80.6	80.6	81.2

Source: Bureau of Transportation Statistics, T-100 International Segment

Note: Load factor is a measure of the use of aircraft capacity that compares Revenue Passenger-Miles (RPMs) as a proportion of Available Seat-Miles (ASMs).

Revenue Passenger-Miles on U.S. Airlines, Seasonally-Adjusted (Tables 4-6)

Table 4. Systemwide Revenue Passenger-Miles (RPMs) on U.S. Airlines, Seasonally-Adjusted

Systemwide (Domestic + International) RPMs (seasonally-adjusted) in billions (000,000,000)

Scheduled service only

	2013	2014	2015	2016
January	69.5	71.0	73.1	76.4
February	70.7	71.2	73.4	76.6
March	69.5	72.2	74.3	76.3
April	69.6	71.7	74.0	77.1
May	69.8	72.0	74.6	77.8
June	70.1	71.7	75.0	78.4
July	69.7	71.7	75.8	78.0
August	70.1	71.8	76.3	77.3
September	70.0	72.0	76.0	78.3
October	70.2	72.1	76.8	78.3
November	71.2	72.4	76.3	78.6
December	70.5	73.0	76.9	78.8

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Revenue passenger-miles are a measure of the volume of air passenger transportation. A revenue passenger-mile is equal to one paying passenger carried one mile.

Table 5. Domestic Revenue Passenger-Miles (RPMs) on U.S. Airlines, Seasonally-Adjusted

Domestic RPMs (seasonally-adjusted) in billions (000,000,000)

Scheduled service only

	2013	2014	2015	2016
January	48.1	48.8	50.7	53.8
February	48.8	49.1	50.9	54.0
March	47.7	49.9	51.8	53.7
April	48.0	49.2	51.8	54.4
May	47.9	49.4	52.1	55.1
June	48.2	49.3	52.4	55.3
July	47.8	49.6	52.9	55.0
August	47.9	49.6	53.2	54.6
September	48.1	49.8	53.2	55.5
October	48.1	49.9	53.9	55.6
November	49.1	50.2	53.6	55.8
December	48.5	50.6	54.2	55.8

Source: Bureau of Transportation Statistics, T-100 Domestic Segment

Note: Revenue passenger-miles are a measure of the volume of air passenger transportation. A revenue passenger-mile is equal to one paying passenger carried one mile.

Table 6. International Revenue Passenger-Miles (RPMs) on U.S. Airlines, Seasonally-Adjusted

International RPMs (seasonally-adjusted) in billions (000,000,000)

Scheduled service only

	2013	2014	2015	2016
January	21.5	22.2	22.4	22.6
February	21.9	22.2	22.4	22.6
March	21.8	22.2	22.5	22.6
April	21.6	22.5	22.2	22.7
May	21.9	22.6	22.6	22.6
June	21.9	22.4	22.6	23.0
July	21.9	22.1	22.9	23.0
August	22.1	22.3	23.0	22.7
September	21.9	22.2	22.8	22.8
October	22.1	22.1	22.9	22.7
November	22.1	22.2	22.7	22.7
December	22.0	22.4	22.7	23.0

Source: Bureau of Transportation Statistics, T-100 International Segment

Note: Revenue passenger-miles are a measure of the volume of air passenger transportation. A revenue passenger-mile is equal to one paying passenger carried one mile.

Available Seat-Miles on U.S. Airlines, Seasonally-Adjusted (Tables 7-9)**Table 7. Systemwide Available Seat-Miles (ASMs) on U.S. Airlines, Seasonally-Adjusted**

Systemwide (Domestic + International) ASMs (seasonally-adjusted) in billions (000,000,000)

Scheduled service only

	2013	2014	2015	2016
January	83.4	84.3	88.3	91.5
February	84.7	85.0	87.4	91.9
March	83.6	86.3	88.6	92.4
April	83.8	85.6	89.4	92.5
May	84.1	85.6	89.7	93.1
June	84.1	86.2	89.6	93.5
July	84.0	86.3	90.4	93.5
August	84.6	86.2	90.6	93.6
September	84.5	86.6	90.5	93.6
October	84.9	87.1	90.8	93.6
November	85.0	87.5	91.1	93.3
December	84.8	88.1	91.4	94.1

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Available seat-miles are a measure of the capacity of air passenger transportation. An available seat-mile is equal to one aircraft seat carried one mile.

Table 8. Domestic Available Seat-Miles (ASMs) on U.S. Airlines, Seasonally-Adjusted

Domestic ASMs (seasonally-adjusted) in billions (000,000,000)

Scheduled service only

	2013	2014	2015	2016
January	57.3	57.3	60.5	63.4
February	58.2	57.8	59.9	63.9
March	57.5	58.7	60.8	64.3
April	57.4	58.3	61.4	64.2
May	57.6	58.2	61.8	64.7
June	57.6	58.4	61.7	65.1
July	57.5	58.7	62.2	65.2
August	57.9	58.7	62.4	65.4
September	57.8	59.1	62.3	65.4
October	57.9	59.6	62.8	65.3
November	58.0	59.7	63.2	65.6
December	58.0	60.3	63.3	65.9

Source: Bureau of Transportation Statistics, T-100 Domestic Segment

Note: Available seat-miles are a measure of the capacity of air passenger transportation. An available seat-mile is equal to one aircraft seat carried one mile.

Table 9. International Available Seat-Miles (ASMs) on U.S. Airlines, Seasonally-Adjusted

International ASMs (seasonally-adjusted) in billions (000,000,000)

Scheduled service only

	2013	2014	2015	2016
January	26.1	27.0	27.8	28.0
February	26.5	27.2	27.6	28.0
March	26.1	27.6	27.8	28.1
April	26.5	27.3	28.0	28.2
May	26.5	27.5	27.9	28.4
June	26.5	27.8	27.9	28.4
July	26.6	27.6	28.1	28.3
August	26.7	27.5	28.2	28.3
September	26.7	27.4	28.2	28.3
October	27.0	27.5	27.9	28.3
November	27.0	27.8	27.9	27.7
December	26.8	27.8	28.1	28.3

Source: Bureau of Transportation Statistics, T-100 International Segment

Note: Available seat-miles are a measure of the capacity of air passenger transportation. An available seat-mile is equal to one aircraft seat carried one mile.

Passenger Enplanements on U.S. Airlines, Seasonally-Adjusted (Tables 10-12)

Table 10. Systemwide Passenger Enplanements on U.S. Airlines, Seasonally-Adjusted

Systemwide (Domestic + International) passenger enplanements (seasonally adjusted) in millions (000,000)
Scheduled service only

	2013	2014	2015	2016
January	61.79	62.81	64.80	67.61
February	62.99	63.07	64.92	67.56
March	61.47	63.97	65.64	67.06
April	61.65	63.52	65.76	67.94
May	61.64	63.54	66.02	68.95
June	61.96	63.40	66.19	69.02
July	61.35	63.68	66.96	68.48
August	61.63	63.54	67.43	67.99
September	61.86	63.75	67.28	69.27
October	61.81	63.56	67.88	69.20
November	62.95	64.08	67.49	69.45
December	62.52	64.18	68.01	68.68

Source: Bureau of Transportation Statistics, T-100 Market

Table 11. Domestic Passenger Enplanements on U.S. Airlines, Seasonally-Adjusted

Domestic passenger enplanements (seasonally adjusted) in millions (000,000)
Scheduled service only

	2013	2014	2015	2016
January	53.84	54.49	56.40	59.01
February	54.90	54.77	56.53	58.97
March	53.43	55.61	57.25	58.46
April	53.65	55.10	57.37	59.33
May	53.57	55.14	57.58	60.32
June	53.83	55.03	57.70	60.28
July	53.16	55.36	58.37	59.76
August	53.41	55.20	58.76	59.35
September	53.68	55.46	58.65	60.64
October	53.57	55.37	59.28	60.56
November	54.72	55.76	58.88	60.84
December	54.26	55.82	59.38	59.95

Source: Bureau of Transportation Statistics, T-100 Domestic Market

Table 12. International Passenger Enplanements on U.S. Airlines, Seasonally-Adjusted

International passenger enplanements (seasonally adjusted) in millions (000,000)

Scheduled service only

	2013	2014	2015	2016
January	7.95	8.32	8.40	8.60
February	8.09	8.31	8.40	8.59
March	8.03	8.36	8.40	8.60
April	8.00	8.42	8.39	8.61
May	8.06	8.40	8.44	8.62
June	8.13	8.37	8.49	8.75
July	8.19	8.33	8.59	8.72
August	8.22	8.33	8.68	8.64
September	8.18	8.29	8.62	8.64
October	8.24	8.19	8.60	8.64
November	8.23	8.32	8.61	8.61
December	8.26	8.35	8.64	8.73

Source: Bureau of Transportation Statistics, T-100 International Market

Unadjusted Tables**Load Factor on U.S. Airlines, Unadjusted (Tables 13-15)****Table 13. Systemwide Load Factor on U.S. Airlines, Unadjusted**

Systemwide (Domestic + International) RPMs/ASMs (both unadjusted) in percent

Scheduled service only

	2013	2014	2015	2016
January	78.9	80.3	79.1	80.2
February	79.2	79.8	80.2	78.8
March	84.3	83.5	83.9	83.6
April	81.6	83.4	82.5	82.0
May	84.2	85.0	84.1	83.8
June	87.0	86.4	86.4	86.6
July	86.6	86.7	87.4	86.8
August	86.1	86.5	86.4	84.6
September	81.6	81.9	83.0	83.3
October	82.2	82.8	85.0	83.8
November	79.3	79.8	82.4	83.1
December	84.4	82.6	82.9	82.8
Yr. Value	83.1	83.4	83.8	83.4

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Load factor is a measure of the use of aircraft capacity that compares Revenue Passenger-Miles (RPMs) as a proportion of Available Seat-Miles (ASMs).

Table 14. Domestic Load Factor on U.S. Airlines, Unadjusted

Domestic RPMs/ASMs (both unadjusted) in percent
Scheduled service only

	2013	2014	2015	2016
January	78.9	80.7	79.2	80.6
February	80.8	82.1	82.4	80.8
March	85.0	85.5	85.8	85.3
April	82.8	84.9	84.9	84.1
May	84.9	86.3	85.6	85.9
June	87.0	87.4	87.4	87.6
July	86.5	87.8	88.1	87.2
August	85.5	86.9	86.6	84.7
September	80.9	82.1	83.8	84.2
October	82.7	84.1	86.4	85.4
November	80.1	81.4	84.2	84.7
December	85.1	83.5	84.0	83.4
Yr. Value	83.5	84.5	85.0	84.6

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Load factor is a measure of the use of aircraft capacity that compares Revenue Passenger-Miles (RPMs) as a proportion of Available Seat-Miles (ASMs).

Table 15. International Load Factor on U.S. Airlines, Unadjusted

International RPMs/ASMs (both unadjusted) in percent
Scheduled service only

	2013	2014	2015	2016
January	78.8	79.6	78.8	79.5
February	75.6	75.0	75.3	73.9
March	82.5	79.2	79.5	79.4
April	78.8	80.1	77.1	77.3
May	82.8	82.3	80.8	79.3
June	86.9	84.4	84.4	84.5
July	86.9	84.4	85.8	86.0
August	87.2	85.5	86.0	84.3
September	83.3	81.6	81.4	81.1
October	81.1	79.8	81.6	80.1
November	77.6	76.2	78.1	78.9
December	82.9	80.8	80.3	81.2
Yr. Value	82.3	81.0	81.0	80.7

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Load factor is a measure of the use of aircraft capacity that compares Revenue Passenger-Miles (RPMs) as a proportion of Available Seat-Miles (ASMs).

Revenue Passenger-Miles on U.S. Airlines, Unadjusted (Tables 16-18)

Table 16. Systemwide Revenue Passenger-Miles (RPMs) on U.S. Airlines, Unadjusted

Systemwide (Domestic + International) RPMs (unadjusted) in billions (000,000,000)

Scheduled service only

	2013	2014	2015	2016
January	62.4	64.1	66.0	69.3
February	57.5	57.9	59.8	64.6
March	72.2	73.6	75.8	78.7
April	67.8	70.7	73.1	75.1
May	73.0	75.2	78.0	80.8
June	77.9	79.5	82.7	86.5
July	81.3	83.7	88.3	90.6
August	79.3	81.2	85.2	86.1
September	66.6	68.4	72.5	75.3
October	69.1	71.3	76.1	77.3
November	63.0	65.2	70.0	72.2
December	70.4	71.8	74.8	77.0
Yr. Total	840.4	862.5	902.2	933.5

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Revenue passenger-miles are a measure of the volume of air passenger transportation. A revenue passenger-mile is equal to one paying passenger carried one mile.

Table 17. Domestic Revenue Passenger-Miles (RPMs) on U.S. Airlines, Unadjusted

Domestic RPMs (unadjusted) in billions (000,000,000)

Scheduled service only

	2013	2014	2015	2016
January	42.7	43.6	45.1	48.1
February	40.4	40.5	42.3	46.5
March	50.6	51.9	53.9	56.7
April	47.3	49.3	51.9	53.6
May	50.1	51.5	54.3	57.1
June	52.8	54.0	57.0	60.3
July	54.8	56.9	60.4	62.4
August	53.1	54.6	57.8	59.3
September	44.7	46.3	49.9	52.7
October	47.9	50.1	54.1	55.3
November	44.4	46.4	50.9	53.3
December	49.1	50.3	53.1	54.8
Yr. Total	577.9	595.3	630.7	660.0

Source: Bureau of Transportation Statistics, T-100 Domestic Segment

Note: Revenue passenger-miles are a measure of the volume of air passenger transportation. A revenue passenger-mile is equal to one paying passenger carried one mile.

Table 18. International Revenue Passenger-Miles (RPMs) on U.S. Airlines, Unadjusted

International RPMs (unadjusted) in billions (000,000,000)

Scheduled service only

	2013	2014	2015	2016
January	19.7	20.5	20.8	21.2
February	17.2	17.3	17.5	18.1
March	21.6	21.8	21.8	22.0
April	20.5	21.5	21.2	21.5
May	22.9	23.7	23.8	23.7
June	25.0	25.5	25.7	26.2
July	26.5	26.8	27.8	28.3
August	26.2	26.6	27.4	26.9
September	21.9	22.1	22.6	22.7
October	21.2	21.2	22.0	22.0
November	18.6	18.8	19.1	18.9
December	21.2	21.5	21.7	22.1
Yr. Total	262.6	267.2	271.6	273.5

Source: Bureau of Transportation Statistics, T-100 International Segment

Note: Revenue passenger-miles are a measure of the volume of air passenger transportation. A revenue passenger-mile is equal to one paying passenger carried one mile.

Available Seat-Miles on U.S. Airlines, Unadjusted (Tables 19-21)**Table 19. Systemwide Available Seat-Miles (ASMs) on U.S. Airlines, Unadjusted**

Systemwide (Domestic + International) ASMs (unadjusted) in billions (000,000,000)

Scheduled service only

	2013	2014	2015	2016
January	79.2	79.8	83.4	86.3
February	72.6	72.5	74.5	81.9
March	85.6	88.2	90.3	94.2
April	83.1	84.8	88.6	91.6
May	86.7	88.5	92.8	96.4
June	89.5	92.0	95.7	99.9
July	93.8	96.5	101.0	104.4
August	92.2	94.0	98.6	101.8
September	81.5	83.5	87.3	90.4
October	84.0	86.1	89.5	92.2
November	79.5	81.7	84.9	86.9
December	83.4	86.8	90.3	93.0
Yr. Total	1,011.1	1,034.4	1,076.9	1,119.0

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Available seat-miles are a measure of the capacity of air passenger transportation. An available seat-mile is equal to one aircraft seat carried one mile.

Table 20. Domestic Available Seat-Miles (ASMs) on U.S. Airlines, Unadjusted

Domestic ASMs (unadjusted) in billions (000,000,000)

Scheduled service only

	2013	2014	2015	2016
January	54.1	54.0	57.0	59.7
February	50.0	49.4	51.3	57.5
March	59.5	60.7	62.9	66.5
April	57.1	58.0	61.1	63.8
May	59.1	59.7	63.4	66.5
June	60.7	61.8	65.2	68.8
July	63.3	64.8	68.6	71.5
August	62.1	62.9	66.7	70.0
September	55.2	56.5	59.5	62.5
October	57.9	59.6	62.6	64.8
November	55.5	56.9	60.5	62.9
December	57.8	60.3	63.2	65.7
Yr. Total	692.3	704.6	742.0	780.2

Source: Bureau of Transportation Statistics, T-100 Domestic Segment

Note: Available seat-miles are a measure of the capacity of air passenger transportation. An available seat-mile is equal to one aircraft seat carried one mile.

Table 21. International Available Seat-Miles (ASMs) on U.S. Airlines, Unadjusted

International ASMs (unadjusted) in billions (000,000,000)

Scheduled service only

	2013	2014	2015	2016
January	25.0	25.8	26.4	26.7
February	22.7	23.1	23.3	24.5
March	26.1	27.5	27.5	27.7
April	26.0	26.8	27.5	27.8
May	27.6	28.8	29.4	29.8
June	28.8	30.2	30.5	31.1
July	30.5	31.7	32.4	32.9
August	30.1	31.1	31.9	31.9
September	26.3	27.0	27.8	27.9
October	26.1	26.5	27.0	27.4
November	24.0	24.7	24.5	24.0
December	25.6	26.6	27.0	27.3
Yr. Total	318.8	329.8	335.2	339.0

Source: Bureau of Transportation Statistics, T-100 International Segment

Note: Available seat-miles are a measure of the capacity of air passenger transportation. An available seat-mile is equal to one aircraft seat carried one mile.

Passenger Enplanements on U.S. Airlines, Unadjusted (Tables 22-24)

Table 22. Systemwide Passenger Enplanements on U.S. Airlines, Unadjusted

Systemwide (Domestic + International) passenger enplanements (unadjusted) in millions (000,000)
Scheduled service only

	2013	2014	2015	2016
January	55.35	55.81	57.78	60.81
February	52.49	52.44	54.16	58.49
March	65.10	66.44	68.20	70.56
April	60.98	63.49	65.92	67.24
May	64.79	66.51	68.93	71.52
June	67.08	68.60	71.27	74.51
July	69.22	71.89	75.63	76.89
August	67.73	69.53	72.87	73.45
September	58.19	59.99	63.74	66.48
October	62.16	64.49	68.73	69.54
November	57.60	59.74	64.59	66.58
December	62.49	63.78	66.40	66.93
Yr. Total	743.18	762.71	798.22	823.00

Source: Bureau of Transportation Statistics, T-100 Market

Table 23. Domestic Passenger Enplanements on U.S. Airlines, Unadjusted

Domestic passenger enplanements (unadjusted) in millions (000,000)
Scheduled service only

	2013	2014	2015	2016
January	47.82	47.96	49.73	52.47
February	45.74	45.51	47.17	51.11
March	56.57	57.76	59.56	61.59
April	53.23	55.25	57.70	58.89
May	56.56	57.89	60.25	62.75
June	57.99	59.26	61.81	64.76
July	59.31	61.76	65.13	66.14
August	58.12	59.76	62.77	63.50
September	50.77	52.53	55.99	58.62
October	54.71	57.08	60.89	61.71
November	50.54	52.58	57.15	59.26
December	54.33	55.49	57.87	58.21
Yr. Total	645.69	662.83	696.02	719.01

Source: Bureau of Transportation Statistics, T-100 Domestic Market

Table 24. International Passenger Enplanements on U.S. Airlines, Unadjusted

International passenger enplanements (unadjusted) in millions (000,000)

Scheduled service only

	2013	2014	2015	2016
January	7.53	7.85	8.06	8.33
February	6.75	6.93	7.00	7.38
March	8.53	8.68	8.64	8.96
April	7.75	8.24	8.22	8.34
May	8.22	8.62	8.67	8.76
June	9.08	9.34	9.46	9.74
July	9.91	10.13	10.50	10.75
August	9.61	9.77	10.09	9.95
September	7.43	7.46	7.75	7.86
October	7.45	7.41	7.84	7.83
November	7.06	7.16	7.44	7.32
December	8.16	8.29	8.53	8.71
Yr. Total	97.48	99.88	102.20	103.93

Source: Bureau of Transportation Statistics, T-100 International Market